

- (b) Yes, Sir.
- (c) Not found feasible at present.
- (d) Operational and resource constraints.

Wastage of fuel due to closure of railway crossings

†1912. SHRI JAI PARKASH AGGARWAL:
DR. PRABHA THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that time, petrol and diesel of lakhs of people go waste unnecessarily due to the closure of gates at railway crossings at many places throughout the country; and

(b) whether Government propose to make special provisions in the budget to construct under bridges on important railway crossings in order to check this unnecessary wastage of time, money and labour for the convenience of lakhs of passengers and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Level crossing gates are closed to facilitate safe running of trains on railways right of way. Railways construct Road over/under bridges on cost sharing basis if the traffic density at the Level Crossing is one lakh or more TVUs (TVU-A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours); otherwise on deposit terms *i.e.* at the cost of the State Government/Local Authority. Proposals in both cases have to be sponsored by State Government concerned duly fulfilling certain preliminary pre-requisites required under extant rules. In addition, Road Over/Under Bridges (ROB/RUB) are also being constructed by NHAI (National Highway Authority of India) on Deposit terms basis. Railways make provision of funds in the budget on the basis of proposals received from the State Government for construction of Road over/under bridges on cost sharing basis.

Recently, General Managers of Zonal Railways have been given powers to sanction Limited Height sub-ways depending upon site conditions, costing up to Rs. 45 lakhs each. These shall be considered based on

†Original notice of the question was received in Hindi.

criteria of safety, closure of nearby level crossing, local road users' requirement etc.

Setting up of new freight corridors

1913. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the proposal to set up new freight corridors;
- (b) the likely boost to demand for rails in the next three years;
- (c) whether private sector is proposed to be involved to meet the enhanced demand; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) A new Public Sector Undertaking named Dedicated Freight Corridor Corporation of India Limited (DFCCIL) has been formed to implement the Dedicated Freight Corridor Project. The Company has been entrusted construction of Eastern and Western Corridor worth Rs. 22,000 crores. The Eastern Corridor will start from Ludhiana in Punjab and will terminate at Sonnagar. The Eastern Route will be extended to the proposed Port in Kolkata area considering the possibility of increase in freight traffic on account of proposed Deep Sea Port. The Western Corridor will start from Jawaharlal Nehru Port and will be routed *via* Vadodara, Ahmedabad, Palanpur and Rewari to Tuglakabad and Dadri.

(b) Demand of rails depend on number of projects in hand and Budget allotment which is done on annual basis.

(c) and (d) No, Sir. However, the same will depend on the demand and only after various norms of Indian Railways specification for rail-manufacturing are fulfilled by private manufacturers.

Procurement of Rail

1914. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether rails are being procured from Bhilai Steel Plant;